ALEXANDER MACMILLAN.

A GREAT PUBLISHER AND HIS FRIENDS —IN A CIRCLE WHERE A LITERARY AGENT WAS NOT NEEDED.

London, January 29.

Alexander Macmillan, to whose memory the last honors are paid to-day at Bramshott in the Haslemere district, was one of the founders of what is now one of the greatest publishing houses in the world. It was in 1839 that he came up to London to accept a salary of $300 a year, which his brother, Daniel Macmillan, had secured for him in a bookstore. He was the son of a poor Scotch farmer on the Ayrshire coast, and had been struggling to make a living in one way or another. He had sailed before the mast on a voyage to Quebec; he had been a salesman in a small bookshop; he had lived on five shillings a week; he had tried to study medicine; and at last he had taken charge of a small school at Nitshill near Paisley. It was a humble beginning of a business career which was destined to be crowned with honorable distinction and with literary friendships of exceptional interest.

The two Scotch brothers took modest lodgings in Holborn, with a sister at first to keep house for them, and not long afterward they moved into Charterhouse Square, which was not then as dismal a quarter of London as it is now. They had only a moderate education, but it was Scotch, and what there was of it was thoroughly mastered. They were natural booksellers, one with a taste for theology inherited from the father, who, poor peasant as he was, had loved a stiff Calvinistic argument; and the other with a strong vent for poetry and philosophy. To their peasant mother they owed their intellectual force and liberality of thought. Thomas Hughes describes her as having "a remarkable openness of mind, which expressed itself in such phrases as 'puir body, he has nae room in him,' when she heard of overzealous persons speaking bitterly of opponents; or when, to the scandal of many in Irvine, she stated that to her thinking such of them as had the good fortune to reach heaven would have to put up with the company of many Romanists."

Daniel Macmillan was the leader, owing to his impetuous nature and superior energy. He proposed early in 1843 that they should set up business as booksellers on their own account; and when this was done, it was he again who, with the aid of a timely loan from Archdeacon Hare, bought out a book business in Cambridge, where the foundations of the great publishing trade of the Macmillans, with their houses in London and New-York, were really laid. The success of the enterprise was dependent in its earliest stages upon the friendship of Hare, Maurice and Kingsley; and it was Daniel Macmillan who commanded the support of these leaders of liberal theology by his controversial zeal and ardent sympathy. He was a brilliant and original talker, with an earnestness of manner and force of character which commanded respect. He was at once a bookseller and a missionary of liberal Christianity.

While the older brother was pre-eminently the founder of the house, the younger Macmillan during the last forty years has been mainly responsible for the control and direction of its fortunes. In 1853, the year following the untimely death of Daniel Macmillan, the new publications of the firm numbered only forty-four. Although Maurice's works and Charles Kingsley's and Thomas Hughes's books had been published, the business was still small and only moderately profitable. It was in that year that the publication of books was resumed in London, where the first volume bearing the Macmillans' imprint, A. R. Craig's "Philosophy of Training," had been issued fifteen years before. The Cambridge retail trade is still retained, but since 1863 London has been the headquarters of the publishing business, with a branch house in New-York since 1869, which has been for six years on an independent basis. The development of the publishing trade of the house has been the life's work of Alexander Macmillan, and it required mercantile enterprise and intelligence of a high order.

A STRONG PERSONALITY.

The distinction of excelling in the number of annual publications "the literary output" of any similar house at home or abroad is not one that needs to be enlarged upon. What is more interesting and important is the strong personality of this eminent publisher, because it has attracted the friendship of a distinguished group of English writers. Mr. Macmillan was not, perhaps, as original a talker as his impulsive and enthusiastic brother, but he was something more than a sympathetic listener. His conversation had informing qualities and was characterized by breadth of view and refinement of thought. He was interested in many subjects outside the range of theological controversy—in science, philosophy, poetry and letters generally. He was a broad-minded man. Few publishers have ever established more direct personal relations between themselves and the authors whose works they sold. They were his intimate friends, and not only his house, but his heart as well, was open to them.

Hare, Maurice, Kingsley and Thomas Hughes were primarily his brother's friends, but they were his also. Matthew Arnold was a frequent guest at his table, and their relations were intimate. Lord Tennyson did not have the reputation of making many close friends, but Alexander Macmillan was one of them. Bramshott Chase was within driving distance of Lord Tennyson's home, and publisher and poet saw much of each other. Lord Tennyson enjoyed reading his poetry to so appreciative a listener, and would recite it with his peculiar intonation, pausing once in a while to exclaim under his breath, "That is a fine line!"

The historians, Freeman and Green, were often at Mr. Macmillan's house, and were among his closest friends. John Bright was always a welcome guest there. It was from him and from Thomas Hughes that Mr. Macmillan took fire during the American Civil War, when the sympathies of the upper and educated classes were enlisted against the North. The publisher was as strong a partisan of the anti-slavery cause as his two impetuous friends. Ordinarily temperate and conciliatory in conversation, he could hardly maintain self-restraint when any disputant undertook in those days to ridicule or condemn the Union cause. He made a journey to America after the war, going as far as Chicago, and opened the way for the establishment of a branch house in New-York. His relations with Americans were always cordial, but never so intimate as with his own countrymen. Lowell he knew, but as an acquaintance rather than as a friend. Henry James, whose books he published, was sometimes seen at his house.

THE FRIEND OF HUXLEY.

One of Mr. Macmillan's most trusted and confidential friends was Professor Huxley, who was often his guest. It is sometimes said that a literary agent is necessary, because an author, when he is a personal friend of his publisher, will shrink from discussing business details with him, and will inevitably make a bad bargain for himself. The relations between Professor Huxley and his publisher were never strained by business matters. The author had implicit confidence in Mr. Macmillan, and never entertained a suspicion that full justice would not be done. The publisher, on the other hand, owing to his strong personal friendship for Professor Huxley, was always anxious to favor him in every possible way, and to make arrangements for the publication of his books on the best terms for the writer. They were unsuspecting friends, and no broker was needed in the transaction of their business.

Llewelyn Davies, Aldis Wright, Henry Fawcett, Sir George Grove, F. T. Palgrave, David Masson, James Bryce, Dr. Vaughan, Archbishop Trench and Canon Ainger may also be mentioned among his intimate friends who were often at his house; and among women, Mrs. Craik, Mrs. Oliphant and Miss Yonge. Mr. Gladstone was also a frequent guest during earlier years, before public cares had multiplied and absorbed his attention; and a most cordial feeling existed between him and Mr. Macmillan. Until recent years, when the latter's health failed and compelled his withdrawal not only from active business, but also from social life, he had maintained private correspondence with a large number of his literary friends. His letters were always written with painstaking care, and were conspicuous for lucidity of style and felicity of expression. His brother, owing to the ardor of his nature, was a diffuse and impulsive writer. He himself was at his best in correspondence. Good writer as he was, he made no contributions to literature; but his judgment of the value of books and of the intrinsic merits of style was unrivalled among publishers. He had a natural and highly cultivated taste for good literature.

THE PUBLISHER'S RESPONSIBILITY.

Mr. Macmillan was not only a man who loved books and had quick perception and refinement of taste, but he also had strong convictions respecting the moral responsibility of a publisher to the public. He had high ideals and never lost sight of them. A shrewd Scotchman in his business dealings, he was too high-minded to publish books solely because they seemed to have qualities which would command a large sale. His standards were not lowered from any mistaken idea that the publisher is a broker, buying anything that the author is not ashamed to write over his signature, and selling what the public is anxious to buy. He took a broad and wholesome view of the publisher's functions, and never acted upon the assumption that the morbid or gross requirements of public appetite released him from his responsibility to promote the interests of good literature. Association with a publisher who had so true a sense of the dignity of his calling was an honor highly prized. Authors of distinction not only admired his acute business judgment, his fine taste, his generous nature and his amiable personal qualities, but they were proud to be numbered among his friends.

Indeed, the example of the two Scotchmen, who, without the early advantages of education, and with their peasant mother's keen, practical intelligence as their main resource, contrived between them to establish a great business and to rally around them the best literary workmen of their time, is one of the noblest traditions of the publishing world. They succeeded because from the outset they took a high view of their vocation. Alexander Macmillan, who has been buried to-day at the close of a long and honorable life, had been as loyal to his convictions and as true in his sympathies as the earnest, impetuous brother, who, when he was a shopman earning $400 a year, scouted the idea that he was merely working for bread, but proclaimed himself a teacher and a prophet, ministering to the well-being of men and aiding his great Taskmaster in reducing the world to order, beauty and harmony.

I. N. F.

Much curiosity has been expressed since the death of Mr. Houghton concerning the plans for the future of the firm of which he was the honored head. It is pleasant to discover that its aims have not changed; that it will maintain its reputation for cherishing the best native literature, and that all the distinction and refinement of workmanship that have distinguished the books made at the Riverside Press will be preserved and increased in the books that are to come.

Among the works promised for the spring by Houghton, Mifflin & Co. are several uncommonly welcome biographies. In the two volumes of "The Life and Letters of Oliver Wendell Holmes" John T. Morse has presented a delightful picture of a man who was interesting in every relation and phase of his life. A second biography is that of Bayard Taylor, which is to be contributed to the American Men of Letters series by A. H. Smyth. The forthcoming volume on William H. Seward in the American Statesmen series is the work of Thornton K. Lothrop. "The Life of Thomas Hutchinson," in the same series, has been written by Dr. J. K. Hosmer; and in this volume, we understand, the royalist Governor receives the long-delayed credit due to his character and high capacities. A new biography of Joan of Arc has been prepared by Francis C. Lowell, who has made a particularly careful review of her trial. "The Life and Letters of Elias Boudinot," edited by J. J. Boudinot, will contain many documents bearing on the history of revolutionary times. The additions made to his work on the "History of Prussia" by Professor Tuttle, of Cornell University, just before his death, treating of the early part of the Seven Years' War, are to be published, with a biographical sketch, by Professor Herbert B. Adams. Among the books of fiction announced are "Tom Grogan," by F. Hopkinson Smith; "The Supply at St. Agatha's," by Elizabeth Stuart Phelps, and M. F. J. Stimson's "Pirate Gold." A volume of sermons and addresses by Bishop William Lawrence is to be issued under the title of "Visions and Service"; Dr. E. Winchester Donald's lectures before the Lowell Institute last winter on "The Expansion of Religion" will appear in book form, and a series of essays on "Moral Evolution" has been written by Dr. George Harris, of Andover. "The Complete Works of Robert Burns," edited by William E. Henley and T. F. Henderson, in four octavo volumes, is to be issued in a limited edition. The list of travels includes a new book by Lafcadio Hearn, called "Kokoro"; "Quaint Nantucket," by William Root Bliss; "Spring Notes from Tennessee," by Bradford Torrey, and Rowland E. Robinson's "In New-England Fields and Woods." Mrs. Olive Thorne Miller has written for children an account of various sorts of monkeys, with the title, "Four-Handed Folk," and the ninth volume of Professor Sargent's splendid work on "The Silva of North America" is nearly ready for publication.

BOOKS OF THE WEEK.

MARY MAGDALEN. By Edgar Saltus. 12mo, pp. 254. (United States Book Co.'s "Windermere Series.")

FIRE AND SWORD IN THE SOUDAN. A Personal Narrative of Fighting and Serving the Dervishes. 1879-1895. By Rudolph C. Slatin Pacha. Translated by Major F. R. Wingate. Imperial 8vo, pp. 636. (Edward Arnold.)

CRIMINAL SOCIOLOGY. By Enrico Ferri. Edited by Douglas Morrison. 12mo, pp. 284. (D. Appleton & Co.)

A MANUAL OF PHYSICS. By William Peddie. 12mo, pp. 573. (G. P. Putnam's Sons.)

LEGENDS OF GERMAN HEROES. 18mo. (Maynard's "German Texts.")

CHANT DU CYGNE. Par Georges Ohnet. 18mo. (Maynard's "French Texts.")

THE CONQUEST OF MEXICO. By W. H. Prescott. Abridged Edition in Maynard's "English Classic Series." (Maynard, Merrill & Co.)

INDUCTIVE LOGIC. By William G. Ballantine. 16mo, pp. 147. (Boston: Ginn & Co.)

CURIOSITIES OF OLDEN TIMES. By S. Baring-Gould. 12mo, pp. 301. (Thomas Whittaker.)

AN EXCELLENT KNAVE. By J. F. Molly. 12mo, pp. 368. "The Belmore Series." (Lovell, Coryell & Co.)

THE PRIMARY FACTORS OF ORGANIC EVOLUTION. By E. D. Cope. 12mo, pp. 547. (Chicago: The Open Court Publishing Company.)

GOETHE AND SCHILLER'S XENIONS. Selected and translated by Paul Carus. (The Open Court Publishing Company.)

LIFE, LETTERS AND WORKS OF LOUIS AGASSIZ. By Jules Marcow. In two volumes, with illustrations. 12mo, pp. Vol. I, 302; Vol. II, 318. (Macmillan & Co.)

THE EMPIRE OF THE PTOLEMIES. By J. H. Mahaffy. 12mo, pp. 533. (Macmillan & Co.)

HISTORY OF THE PARIS COMMUNE OF 1871. By Thomas March. 8vo. (Macmillan & Co.)

TALE OF A LONELY PARISH. By F. Marion Crawford. "The Novelists' Library." (Macmillan & Co.)

DISTURBING ELEMENTS. By Mrs. Birchenough. 12mo, pp. 348. (Macmillan & Co.)

HEADLONG HALL AND NIGHTMARE ABBEY. By T. Love Peacock. Illustrated by H. R. Millar, with an Introduction by George Saintsbury. 12mo, pp. 244. (Macmillan & Co.)

THE NUMBER CONCEIT. Its Origin and Development. By L. L. Conant. Pp. 218. (Macmillan & Co.)

THE POSTOFFICE PACKET SERVICE. 1793-1815. By Arthur H. Norway. 12mo, pp. 312. (Macmillan & Co.)

THE WORKS OF JOSEPH BUTLER, D. C. L., Sometime Lord Bishop of Durham. Divided into Sections; with Sectional Headings; an Index to each Volume; and some occasional Notes, also Prefatory matter. Edited by the Right Hon. W. E. Gladstone. In two volumes; royal 8vo, pp. Vol. I, 461; Vol. II, 464. (Macmillan & Co.)

THE NOVEL—WHAT IT IS. By F. Marion Crawford. 32mo. (Macmillan's "Miniature Series.")

REGENERATION. A REPLY TO MAX NORDAU. With an Introduction by Nicholas Murray Butler. 8vo, pp. 311. (G. P. Putnam's Sons.)

RENAISSANCE FANCIES AND STUDIES. By Vernon Lee. (G. P. Putnam's Sons.)

THE CRITIC. A Weekly Review of Literature and the Arts. July-December, 1895. (The Critic Company.)

IN DIVERS PATHS. By S. P. Brooks. 12mo, pp. 242. (Philadelphia: Henry T. Coates & Co.)

THE SEA-WOLVES. By Max Pemberton. 12mo, pp. 227. (Rand, McNally & Co.)

THE WERE-WOLF. By C. Housman. Six Illustrations by L. Housman. Square 12mo, pp. 123. (Chicago: Way & Williams.)

BISMARK'S TABLE TALKS. Edited, with Introduction by Charles Lowe. Crown 8vo, pp. 387. (J. B. Lippincott Company.)

A RUTHLESS AVENGER. By Mrs. Conney. 12mo, pp. 369. (J. B. Lippincott Company.)

FANCIES FRAMED IN FLORENTINE. By H. R. Wray. 16mo. (The Transatlantic Publishing Company.)

Legal Notices.

DAVIS, ANGELINE A.—In pursuance of an order of the Hon. N. D. Petty, Surrogate of the County of Suffolk, made and entered on the 9th day of January, 1896, notice is hereby given that, whereas, the undersigned intend to apply to the Surrogate's Court of the County of Suffolk for Letters of Administration on the Estate of Angeline A. Davis, late of Huntington, Suffolk County, N. Y., deceased, and to have the penalty of the Bond required by law on granting such Letters reduced in pursuance of Section 2,664 of the Code of Civil Procedure of the State of New-York.

All persons having claims against the Estate of the said Angeline A. Davis, deceased, are hereby notified to present the same to the Surrogate of the County of Suffolk, at his office in Riverhead, Suffolk County, N. Y., on or before the second day of March, 1896.

Dated Huntington, January 9th, 1896.

ADELAIDE M. DAVIS,
WILMOT G. CROSSMAN,
Petitioners.

HENRY W. GAINES, Attorney for Petitioners, No. 284 Pearl Street, New-York City.

Public Notices.

NEW AQUEDUCT, NEW CROTON DAM, CORNELL SITE. NOTICE of APPLICATION FOR APPRAISAL.

PUBLIC NOTICE is hereby given that it is the intention of the Counsel to the Corporation of the City of New York to make application to the Supreme Court for the appointment of Commissioners of Appraisal, under Chapter 490 of the Laws of 1883.

Such application will be made at a Special Term of said Court to be held in the Second Judicial District, at the Court House in White Plains, Westchester County, on the Seventh day of March, 1896, at ten o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard. The object of such application is to obtain an order of the court appointing three disinterested and competent freeholders, one of whom shall reside in the county of New York and the other two of whom shall reside in the county in which the real estate hereinafter described is situated, as Commissioners of Appraisal to ascertain and appraise the compensation to be made to the owners of and all persons interested in the real estate hereinafter described, as proposed to be taken or affected for the purpose of maintaining, preserving and increasing the water supply of the City of New York.

The real estate sought to be taken or affected, is situated in the Towns of Bedford and Lewisboro, County of Westchester and State of New York, and is laid out, indicated and shown on two certain maps, signed and certified as required by said act, filed in Westchester County Register's Office, December 18th, 1895, one of which said maps is entitled Department of Public Works, City of New York, G. W. Birdsall, Chief Engineer, Michael T. Daly, Commissioner. Property maps of additional lands required for the construction of the New Croton Reservoir, in the Village of Katonah, Towns of Bedford and Lewisboro, Westchester County, New York. Exhibit No. 2, of 1894. Verified March 21st, 1894.

The real estate shown on last mentioned map is to be acquired in fee, and is described as follows:

All those certain parcels of real estate (as the term "real estate" is defined by said act) situate in the Village of Katonah, Towns of Bedford and Lewisboro, County of Westchester and State of New York, which, taken together, constitute a tract of land of which the following is a statement of the external boundaries:

Beginning at a point on the easterly bank of the Croton river, near the most easterly corner of Wood's Bridge, which point is the intersection of said bank of said river with the northerly side of the highway leading easterly from said Wood's Bridge; thence northeasterly and northerly along the easterly bank of the Croton river as it winds and turns, and the boundary of Parcel No. 6; thence across the mouth of the Cross river; thence northerly and easterly still along the easterly bank of the Croton river as it winds and turns, and the boundaries of Parcels Nos. 5 and 1 to the easterly line of Parcel No. 1; thence along the easterly line of Parcel No. 1, southerly 8 feet; thence south 4 degrees 23 minutes west 262.39 feet; thence south 5 degrees 43 minutes 30 seconds west 195.86 feet; thence south 4 degrees 21 minutes west 319.13 feet; thence south 1 degree 28 minutes east 92.15 feet; thence south 3 degrees 35 minutes west 371.36 feet; thence south 8 degrees 27 minutes 30 seconds west 59.06 feet; thence south 11 degrees 28 minutes west 158.39 feet; thence south 3 degrees 48 minutes west 61.12 feet; thence south 54 minutes 30 seconds west 92.39 feet; thence south 4 degrees 2 minutes west 105.50 feet; thence still along the boundary of Parcel No. 1, south 80 degrees 53 minutes 30 seconds west 59 feet; thence south 77 degrees 34 minutes 30 seconds west 160.10 feet; thence south 75 degrees 10 minutes 30 seconds west 167.70 feet to a corner; thence still along the boundary of Parcel No. 1, leaving it and crossing the highway leading easterly from Wood's Bridge, south 6 degrees 9 minutes 30 seconds east 611.50 feet to the southerly side of said highway; thence still along the southerly side of said highway, south 77 degrees 21 minutes west 239.60 feet to the southeasterly corner formed by the aforesaid highway and another highway leading southerly from the first-named highway; thence across the aforesaid highway south 79 degrees 15 minutes 30 seconds west 48.15 feet to the northwesterly corner formed by the aforesaid two highways, which point is also the northeasterly corner of Parcel No. 16; thence along the westerly side of the second aforesaid highway, which is the easterly boundary of Parcel No. 16, south 8 degrees 25 minutes east 126.40 feet; thence south 6 degrees 40 minutes 20 seconds east 215.75 feet to the northerly bank of a mill pond on Cross river; thence northerly and westerly along the northerly bank of said mill pond as it winds and turns, and the southerly boundaries of Parcels Nos. 16, 15, 14 and 11 to the westerly side of a dam over Cross river; then along the said side of said dam to the centre of Cross river; thence westerly and northerly along said centre of said river to Parcel No. 7; thence westerly along southerly boundary of Parcel No. 7 north 82 degrees 26 minutes 30 seconds west to the westerly bank of Cross river; thence north 82 degrees 26 minutes 30 seconds west 68.27 feet; thence south 89 degrees 59 minutes west 211.20 feet; thence south 82 degrees 12 minutes west 221.60 feet; thence south 80 degrees 59 minutes 30 seconds west 202.40 feet; thence south 77 degrees 57 minutes west 91.45 feet; thence south 80 degrees 53 minutes west 282.66 feet; thence still along the boundary of Parcel No. 7; thence across a road or highway leading westerly from the aforesaid highway leading easterly from Wood's Bridge; thence again along the boundary of Parcel No. 7 north 31 minutes west 275.12 feet to the easterly bank of the Croton river; thence still along the boundary of Parcel No. 7 and the easterly bank of the Croton river as it winds and turns, approximately the following courses and distances: North 74 degrees 19 minutes 30 seconds east 100 feet; thence north 54 degrees 12 minutes east 168.62 to the southerly side of the highway leading easterly from Wood's Bridge near the southwesterly corner of Wood's Bridge, thence leaving Parcel No. 7 and across the said highway north 57 degrees 29 minutes east 27.61 feet to the point or place of beginning, containing 121.905 acres more or less, together with all right, title and interest in and to so much of the Croton river and Cross river bounding or lying in front of the above-described tract of land.

Reference is made to said map for a more detailed description of the parcels to be acquired.

The remaining one of said maps filed as aforesaid on December 18, 1895, is entitled: "Department of Public Works, City of New York, G. W. Birdsall, Chief Engineer, Croton Aqt., Michael T. Daly, Commissioner; property maps of additional lands required for the construction of the New Croton Reservoir, in the Village of Goldens Bridge, and in the Village of Katonah, Town of Lewisboro, Westchester County, New York. Exhibit No. 2, of 1895. Verified February 6, 1895."

The real estate shown on last-mentioned map is to be acquired in fee and is described as follows:

All those certain parcels of real estate (as the term real estate is defined in said act) situate, lying and being in the Town of Lewisboro, County of Westchester and State of New York, described as follows:

PARCEL NOS. 65 AND 66.

Beginning at the intersection formed by the southerly line of the highway (which runs in front of the estate of Joseph Benedict) with the westerly right-of-way line of the New York and Harlem Railroad; thence along said westerly right-of-way line, north 30 degrees 13 minutes 45 seconds east, 71.59 feet across said highway to the most southeasterly corner of said Benedict's property; thence continuing still along said westerly right-of-way line north 30 degrees 32 minutes east 79.09 feet; thence north 23 degrees 14 minutes 30 seconds east 97.18 feet; thence north 30 degrees 54 minutes east 74.41 feet; thence leaving said right-of-way line of said railroad along the land of the estate of said Benedict and the estate of J. Halbeck, north 8 degrees 23 minutes 30 seconds east 201.27 feet, thence north 7 degrees 33 minutes east 146.72 feet; thence north 5 degrees 19 minutes east 283.79 feet to the land of George E. Todd; thence south 87 degrees 50 minutes 30 seconds west 139.37 feet; thence south 87 degrees 7 minutes west 176.14 feet; thence south 87 degrees 22 minutes 30 seconds west 182.02 feet; thence south 85 degrees 35 minutes west 164.09 feet; thence south 89 degrees 28 minutes 30 seconds west 101.71 feet; thence south 86 degrees 42 minutes west 170.83 feet; thence south 88 degrees 17 minutes 30 seconds west 190.75 feet; thence south 81 degrees 21 minutes west 98.60 feet; thence north 78 degrees 25 minutes 30 seconds west 50.84 feet south 89 degrees 29 minutes west 163.68 feet; thence south 8 degrees 36 minutes west 59.06 feet; thence south 11 degrees 36 minutes 30 seconds west 158.39 feet; thence south 3 degrees 56 minutes 30 seconds west 61.32 feet; thence south 1 degree 3 minutes west 92.39 feet; thence south 4 degrees 10 minutes 30 seconds west 105.50 feet; thence south 81 degrees 2 minutes west 59 feet; thence south 77 degrees 43 minutes west 160.10 feet; thence south 75 degrees 19 minutes west 167.70 feet; thence south 6 degrees 1 minute east 578.37 feet, to the northerly line of the highway aforesaid; thence crossing said highway south 6 degrees 1 minute east 33.53 feet to the southerly line thereof; thence north 77 degrees 29 minutes 30 seconds east along the southerly line of said highway 531.4 feet; thence north 75 degrees 2 minutes 30 seconds east 201.36 feet; thence north 77 degrees 45 minutes east 111.72 feet; thence north 67 degrees 41 minutes east 121.52 feet; thence north 76 degrees 33 minutes east 140.3 feet; thence south 88 degrees 3 minutes east 211.53 feet; thence south 89 degrees 43 minutes 30 seconds east 36.48 feet; thence north 72 degrees 17 minutes 30 seconds east 85.3 feet; thence north 70 degrees 42 minutes east 104.89 feet to the place of beginning; containing 1.647 acres of the highway (Parcel No. 65) and 33.336 acres of Benedict estate (Parcel No. 66), or a total of 34.983 acres.

Also the parcels of real estate at Goldens Bridge designated on the aforesaid map as Parcels Nos. 67 to 73, both inclusive, described as follows:

Beginning at the intersection formed by the southerly boundary of the land of the estate of A. H. Todd (Parcel No. 69) and the northwesterly right-of-way line of the New York and Harlem Railroad; thence north 69 degrees 56 minutes 30 seconds west along the land of Geo. E. Todd and estate of A. H. Todd, 281.68 feet, thence leaving said boundary south 58 degrees 27 minutes 30 seconds west 278.59 feet, thence north 59 degrees 37 minutes west 1,231.67 feet; thence south 8 degrees 15 minutes 30 seconds east 555.68 feet; thence south 25 degrees 29 minutes 30 seconds west 450.07 feet; thence north 61 degrees 3 minutes 30 seconds west 619.7 feet; thence north 5 degrees 52 minutes east 116.12 feet; thence north 4 degrees 31 minutes 30 seconds east 268.30 feet more or less to the east bank of the Croton River; thence northerly, easterly, northwesterly, southerly, northwesterly, easterly, southerly, northerly along the easterly or left bank of the Croton River as it winds and turns along Parcels No. 67, 70, 71, 72 and 73 to the southwesterly right-of-way line of the Mahopac Branch of the New York and Harlem Railroad; thence southeasterly along said right-of-way line of said railroad, 173.73 feet to the westerly line of the highway known as the road to Golden's Bridge; thence south 19 degrees 29 minutes west 268.04 feet along said westerly line of said highway and Parcel No. 73; thence south 17 degrees 59 minutes west still along said highway and Parcel No. 72 272.65 feet; thence south 13 degrees 3 minutes west 94.48 feet; thence south 18 degrees 35 minutes west 215.99 feet; thence south 33 degrees 35 minutes west 232.03 feet; thence south 44 degrees 12 minutes west 144.45 feet; thence south 20 degrees 11 minutes 30 seconds west 271.64 feet; thence south 14 minutes west 58.95 feet; thence south 12 degrees 4 minutes east 63.06 feet; thence south 24 degrees 23 minutes 30 seconds east 189.48 feet; thence south 37 degrees 5 minutes 30 seconds east 194.92 feet; thence south 10 degrees 42 minutes 30 seconds west 46.11 feet; thence south 15 degrees 59 minutes 30 seconds west 50.12 feet; thence south 41 degrees 23 minutes 30 seconds west 30.11 feet along said Parcel No. 72 to Parcel No. 71; thence still along said highway and Parcel No. 71 south 44 degrees 50 minutes 30 seconds west 129.09 feet; thence south 27 degrees 37 minutes west 276.33 feet; thence south 21 degrees 40 minutes west 202.09 feet; thence south 22 degrees 24 minutes 30 seconds west 199.62 feet; thence south 55 degrees 5 minutes west 32.49 feet; thence south 49 degrees 7 minutes west 238.26 feet; thence south 45 degrees 48 minutes west 203.86 feet; thence south 48 degrees 57 minutes 30 seconds west 44.46 feet; thence south 41 degrees 43 minutes west 211.26 feet; thence south 30 degrees 23 minutes west 110.16 feet; thence south 17 degrees 24 minutes 30 seconds east 28.63 feet; thence south 25 degrees 35 minutes east 80.61 feet; thence south 18 degrees 29 minutes east 106.15 feet; thence south 10 degrees 7 minutes 30 seconds east 220.18 feet; thence south 19 degrees 7 minutes 30 seconds east 205.35 feet to Parcel No. 70, thence still along said highway and Parcel No. 70 south 25 degrees 43 minutes 30 seconds east 211.93 feet; thence south 5 degrees 54 minutes east 53.77 feet; thence south 12 degrees 30 minutes east 160.31 feet; thence south 1 degree 11 minutes 30 seconds east 574.70 feet; thence south 5 degrees 50 minutes east 285.14 feet; thence south 5 degrees 17 minutes east 210 feet; thence north 81 degrees 54 minutes west 8.17 feet; thence still along said highway and Parcel No. 69 south 4 degrees 35 minutes 30 seconds east 88.20 feet; thence south 23 degrees 50 minutes east 38.88 feet; thence south 30 degrees 33 minutes 30 seconds east 111.16 feet; thence south 34 degrees 25 minutes east 59.59 feet; thence south 30 degrees 27 minutes east 88.06 feet to the westerly line of the right-of-way of the railroad aforesaid; thence south 24 degrees 56 minutes west along said westerly right-of-way of said railroad 354.80 feet; thence south 28 degrees 53 minutes west 163.08 feet; thence south 26 degrees 13 minutes west 587.95 feet; thence south 29 degrees 9 minutes west still along said right-of-way 116.98 feet to the place of beginning; containing 413.959 acres.

Also the parcel of real estate at Goldens Bridge aforesaid, designated on said map as Parcel No. 74, described as follows:

Beginning at the intersection formed by the northerly right-of-way line of the Mahopac Branch of the New-York and Harlem Railroad and the westerly line of the highway leading to Katonah; thence north 38 degrees 19 minutes 30 seconds west along said right-of-way line of the Mahopac Branch of the New-York and Harlem Railroad 56.66 feet; thence still along said right-of-way line north 34 degrees 31 minutes west 110.37 feet to the left bank of the Croton river; thence northeasterly along said left bank of said river 294.7 feet to the aforesaid highway; thence south 71 degrees 40 minutes 30 seconds east 66.71 feet along said highway, thence south 40 degrees 9 minutes 30 seconds east 38.43 feet; thence south 16 degrees 58 minutes 30 seconds east 34.55 feet; thence south 22 degrees 6 minutes 30 seconds west 221.22 feet; thence south 20 degrees 44 minutes west 120.25 feet to the place of beginning; containing 1.039 acres.

Also the parcels of real estate at Goldens Bridge aforesaid designated on said map as Nos. 75 to 82, both inclusive, described as follows:

Beginning at the intersection formed by the easterly line of the highway leading south to Katonah, with the southerly right-of-way line of the Mahopac Branch of the New-York and Harlem railroad; thence southeasterly along the southerly right-of-way line of said railroad in several courses, as follows: South 54 degrees 47 minutes east 38 feet, south 60 degrees 33 minutes 39 seconds east 79.06 feet, south 64 degrees 11 minutes 20 seconds east 67.06 feet, south 71 degrees 13 minutes 30 seconds east 80.19 feet, south 74 degrees 36 minutes 20 seconds east 243.89 feet, north 15 degrees 23 minutes 30 seconds east 8.12 feet, south 63 degrees 20 minutes east 180.26 feet, south 54 degrees 19 minutes east 115.03 feet, south 46 degrees 42 minutes 30 seconds east 66.46 feet, south 41 degrees 15 minutes east 30.78 feet; thence leaving said right-of-way line, south 13 degrees 44 minutes west 304.17 feet to the most southeasterly corner of the parcel herein intended to be described; thence north 79 degrees 7 minutes 30 seconds west 190 feet; thence north 76 degrees 4 minutes west 31.34 feet; thence north 83 degrees 16 minutes 30 seconds west 56.29 feet; thence north 77 degrees 14 minutes 30 seconds west 153.69 feet; thence north 77 degrees 38 minutes west 306 feet, thence north 76 degrees 58 minutes west 67.47 feet, thence south 41 degrees 36 minutes 30 seconds west 201.81 feet to the aforesaid highway leading south to Katonah; thence northerly along said highway several courses and distances as follows: North 13 degrees 1 minutes east 156.50 feet; north 15 degrees 7 minutes east 73.50 feet, north 13 degrees 14 minutes east 127.5 feet, north 17 degrees 55 minutes 30 seconds east 322.32 feet, north 31 degrees 34 minutes east 92.06 feet to the place of beginning; containing 9.886 acres, and embracing Parcels Nos. 75, 76, 77, 78, 79, 80, 81 and 82, as shown on the aforesaid map.

Also the parcel of real estate at Goldens Bridge aforesaid, designated on said map as Parcel No. 83, described as follows:

Beginning at the intersection or fork of the roads leading south to Katonah from Goldensbridge Station and the Mahopac Branch of the New York and Harlem Railroad; thence north 11 degrees 9 minutes west 70.95 feet along the easterly side of the road leading south of the Mahopac Branch of the New York and Harlem Railroad; thence still along the said easterly side of said road on the following courses and distances: North 37 degrees 50 minutes west 124.07 feet, north 41 degrees 16 minutes west 84.63 feet, north 29 degrees 24 minutes west 172.53 feet, north 8 degrees 45 minutes west 49.71 feet, north 2 degrees 20 minutes 30 seconds east 99.05 feet, north 25 degrees 20 minutes 30 seconds east 104.91 feet, north 35 degrees 59 minutes 30 seconds east 57.86 feet, thence leaving the aforesaid easterly boundary of said road south 24 degrees 45 minutes 30 seconds east 690.01 feet to the northwesterly side of the road leading to Goldens Bridge Station; thence leaving said side of said road south 58 degrees 59 minutes 30 seconds west 242.16 feet to the place of beginning; containing 3.563 acres, and embracing Parcel No. 83, as shown on the aforesaid map.

Also the parcels of real estate at Goldens Bridge aforesaid designated on said map as Parcels Nos. 84 to 90, both inclusive, described as follows:

Beginning at the intersection formed by the northeasterly side of the road leading to Goldens Bridge with the northwesterly right-of-way line of the New York and Harlem Railroad; thence on the following courses and distances along the said line of the Goldens Bridge road: North 28 degrees 27 minutes west 288.88 feet, north 4 degrees 54 minutes west 128.07 feet, north 4 degrees 34 minutes west 228.73 feet, north 1 degree 33 minutes west 614.18 feet, north 2 degrees 6 minutes 30 seconds west 353.93 feet, north 22 degrees 7 minutes 30 seconds west 42.89 feet, north 20 degrees 23 minutes west 106.71 feet, north 43 degrees 13 minutes 30 seconds west 38.97 feet, north 22 degrees 37 minutes 30 seconds west 154.82 feet, north 25 degrees 28 minutes 30 seconds west 74.92 feet, north 7 degrees 8 minutes 30 seconds west 105.80 feet, north 16 degrees 31 minutes west 77.19 feet, north 23 degrees 40 minutes 30 seconds west 99.35 feet, north 23 degrees 13 minutes 30 seconds east 38.90 feet, north 46 degrees 13 minutes 30 seconds east 37.86 feet, north 17 degrees 11 minutes west 37.63 feet, north 38 degrees 54 minutes 30 seconds east 100.99 feet, north 47 degrees 1 minutes east 253.96 feet, north 48 degrees 50 minutes 30 seconds east 40.23 feet, north 49 degrees 26 minutes 30 seconds east 101.39 feet, north 50 degrees 6 minutes 30 seconds east 162.30 feet, north 66 degrees 51 minutes east 24.16 feet, north 19 degrees 43 minutes east 180.71 feet, north 21 degrees 47 minutes east 332.58 feet, north 24 degrees 58 minutes 30 seconds east 122.80 feet, north 24 degrees 23 minutes east 55.73 feet, north 24 degrees 52 minutes east 44.82 feet, north 45 degrees 2 minutes 30 seconds east 74.75 feet, north 44 degrees 29 minutes east 45.42 feet, south 46 degrees 59 minutes east 5.34 feet, north 43 degrees 58 minutes 30 seconds east 35.91 feet, south 83 degrees 53 minutes 30 seconds east 3.16 feet, north 56 degrees 35 minutes east 233.28 feet, north 56 degrees 35 minutes east 90.50 feet; thence leaving the aforesaid Goldens Bridge road south 5 degrees 39 minutes west 204.06 feet, south 45 degrees 51 minutes 31 seconds west 695.60 feet, south 41 degrees 28 minutes 30 seconds east 230 feet, north 78 degrees 13 minutes 30 seconds east 76.7 feet, north 78 degrees 11 minutes 30 seconds east 144.16 feet, north 4 degrees 55 minutes 30 seconds east 48.15 feet, north 6 degrees 44 minutes 30 seconds east 73.04 feet, north 87 degrees 6 minutes 30 seconds east 73.36 feet, north 62 degrees 47 minutes east 31.45 feet, north 35 degrees 40 minutes 30 seconds east 38.78 feet, south 81 degrees 14 minutes east 155.68 feet, south 81 degrees 29 minutes 30 seconds east 312.36 feet, south 74 degrees 16 minutes 30 seconds east 85.67 feet, south 84 degrees 33 minutes east 88.28 feet to the aforesaid westerly right-of-way line of the New York and Harlem Railroad; thence southerly on the following courses and distances:

South 26 degrees 10 minutes 30 seconds west 791.75 feet, south 32 degrees 41 minutes west 11.61 feet, south 65 degrees 39 minutes east 4.6 feet, south 24 degrees 21 minutes west 147.25 feet, south 25 degrees 17 minutes west 238.92 feet, south 23 degrees 51 minutes 30 seconds west 129.59 feet, south 25 degrees 37 minutes west 116.08 feet, south 23 degrees 45 minutes west 239.32 feet, south 11 degrees 29 minutes east 23.97 feet, south 24 degrees 39 minutes west 1,301.09 feet, south 26 degrees 53 minutes 30 seconds west 66.84 feet, south 22 degrees 48 minutes 30 seconds west 373.66 feet, to the place of beginning; containing 67.096 acres.

Also the parcels of real estate at Goldensbridge aforesaid, designated on said map as Parcels Nos. 91 and 92, described as follows:

Beginning at a point in the easterly right-of-way line of the New-York and Harlem Railroad, which point is distant, measured northeasterly, 548.59 feet along said easterly line of said railroad from the northerly line of the road leading to Goldens Bridge; thence northerly on the following courses and distances along the easterly right-of-way line of said railroad: North 24 degrees 40 minutes east 251.56 feet, north 25 degrees 58 minutes east 167.15 feet, 143.96 feet, north 22 degrees 46 minutes east 182.07 feet, north 25 degrees 9 minutes east 182.07 feet, north 23 degrees east 155.52 feet, north 24 degrees 11 minutes 30 seconds east 146.40 feet, north 26 degrees 14 minutes east 181.84 feet, north 30 degrees 58 minutes 30 seconds east 49.08 feet, north 24 degrees 7 minutes east 282.07 feet, north 24 degrees 44 minutes 30 seconds east 255.64 feet, north 24 degrees 29 minutes 30 seconds east 169.15 feet, north 51 degrees east 16.20 feet, north 19 degrees 24 minutes east 142.06 feet, north 29 degrees 48 minutes 30 seconds east 114.67 feet, north 24 degrees 37 minutes east 227.31 feet, north 24 degrees 32 minutes 30 seconds east 443.46 feet; thence leaving said easterly right-of-way line of said railroad in a course south 26 degrees 8 minutes east 300.71 feet; thence north 85 degrees 26 minutes east 345.40 feet; thence south 9 minutes 30 seconds west 242.04 feet; thence south 40 minutes 30 seconds east 48.60 feet; thence south 9 minutes 30 seconds east 127.99 feet; thence south 86 degrees 30 minutes east 339.42 feet; thence south 86 degrees 30 seconds east 160.82 feet; thence north 83 degrees 15 minutes east 56.38 feet; thence south 6 degrees 37 minutes 30 seconds east 79.73 feet; thence south 8 degrees 50 minutes east 105.35 feet; thence south 70 degrees 25 minutes west 1,035 feet; thence south 39 degrees 55 minutes west 524.7 feet; thence south 6 degrees 39 minutes 30 seconds west 124.81 feet; thence south 53 degrees 53 minutes 30 seconds west 265.76 feet; thence south 57 degrees 1 minute 30 seconds west 345.64 feet; thence south 48 degrees 47 minutes 30 seconds east 615.18 feet; thence south 9 degrees 17 minutes 30 seconds west 381.46 feet; thence south 62 degrees 2 minutes west 344.14 feet; thence north 61 degrees 43 minutes 20 seconds west 635.42 feet to the place of beginning; containing 41.625 acres and embracing Parcels Nos. 91 and 92, as shown on the aforesaid map.

Excepting from the premises shown on the map hereinbefore mentioned as Exhibit No. 2 of 1894, Parcels Nos. 6 and 7 formerly belonging to the estate of Samuel Cahy, and Parcel No. 1, formerly owned by M. S. Benedict, said premises having been acquired by the City of New-York by stipulation, and also from the map hereinbefore mentioned and described as Exhibit No. 2 of 1895, Parcel No. 71, formerly owned by Leonora B. Strong and acquired by the City of New-York by consent.

All the roads included within the above boundaries and shown on the maps are to be acquired in fee but will be left open for public travel and no change made in the length, width or grade of same until such time as the Mayor, Aldermen and Commonalty of the City of New-York shall acquire the right to close such highways.

Reference is made to said maps for a more detailed description of the real estate affected by this notice. All the real estate shown on said maps is to be acquired in fee.

Dated January 20, 1894.

FRANCIS M. SCOTT,
Counsel to the Corporation.
Office and Postoffice Address, No. 2 Tryon Row, N. Y. City.

ATTENTION IS CALLED TO THE ADVERTISEMENT IN "THE CITY RECORD," commencing on the 4th day of February, 1896, and continuing therein consecutively for nine (9) days thereafter, of the confirmation of the assessment for OPENING AND ACQUIRING TITLE to DECATUR AVENUE, from Kingsbridge Road to Brookline Street, 24TH WARD.

ASHBEL P. FITCH, Comptroller.

City of New-York, Finance Department, Comptroller's Office, February 5, 1896.

SUPREME COURT.

In the matter of the application of the Board of Education, by the Counsel to the Corporation of the City of New York, relative to acquiring title by The Mayor, Aldermen and Commonalty of the City of New York, to certain lands on the southerly side of EIGHTY-SECOND STREET, between Avenues A and B, in the Nineteenth Ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890.

Pursuant to the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a Special Term of said Court, to be held in Part I, at the County Court-House, in the City of New-York, on the 11th day of February, 1896, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The nature and extent of the improvement hereby intended is the acquisition of title by The Mayor, Aldermen and Commonalty of the City of New York, to certain lands and premises, with the buildings thereon and the appurtenances thereto belonging, on the southerly side of Eighty-second street, between Avenues A and B, in the Nineteenth Ward of said city, in fee simple absolute, the same to be converted, appropriated and used to and for the purposes specified in said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, said property having been duly selected and approved by the Board of Education as a site for school purposes, under and in pursuance of the provisions of said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890, being the following described lots, pieces or parcels of land, namely:

All those certain lots, pieces or parcels of land situate, lying and being in the Nineteenth Ward of the City of New York, which taken together are bounded and described as follows: Beginning at a point on the southerly line of Eighty-second street distant easterly 98 feet from the point formed by the intersection of the southerly line of Eighty-second street with the easterly line of Avenue A; running thence southerly, parallel with Avenue A and part of the way along the present site of Grammar School No. 96, 102 feet 2 inches to the centre line of the block; thence easterly, parallel with Eighty-second street and partly along said site of Grammar School No. 96, 37 feet and 6 inches; thence northerly, parallel with Avenue A, 102 feet 2 inches, to the southerly line of Eighty-second street; thence westerly along said southerly line of Eighty-second street 37 feet 6 inches to the point or place of beginning.

Dated New York, January 17th, 1896.

FRANCIS M. SCOTT, Counsel to the Corporation, No. 2 Tryon Row, New York City.